



# The Fly-By

## A Quarterly Newsletter of the Southwest Region

October, 2010



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**The Fly-By** is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

**Text** may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a text file or, if generated in a word processor, saved in .RTF format).

**Images** must be in JPG format, un-retouched, un-cropped, and at least 1200 by 900 pixels.

**Credits:** In all cases, please give full grade, name and unit of assignment of

1. The article's author,
2. Photographer, and
3. Any person mentioned in the article.

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Send submissions to the Editor at:

[awoodgate@austin.rr.com](mailto:awoodgate@austin.rr.com)

Message size limit: 20 MB

### **News Highlights From Around the Region**

The third quarter of 2010 at Southwest Region was full of activity, with missions and summer cadet training and events, both near and far.

To avoid errors or omissions, I've asked each wing PAO to send in a summary of notable events, which are posted below, in the order in which they were received. My thanks to all.

**Louisiana Wing** had an eventful summer, as the wing hosted six IACE cadets and one escort. This quarter, two cadets traveled abroad through the IACE program. The annual Summer Cadet Encampment was held at Barksdale Air Force Base and was a great success. A training academy held in Lafayette gave cadets and senior members the opportunity to advance in professional development and emergency services. A standardization/evaluation conference was well received. The Wing conducted three search and rescue training exercises in Alexandria, and members supported the Deep Water Horizon mission.

**Arizona Wing** and Pima County, Ariz. signed a Memorandum of Understanding for CAP Aerial photography services. The Wing flew Operation Barrel Cactus missions all summer. Former Air Force One pilot Col. Mark Tillman was the keynote speaker at the July annual Wing conference. Captain Justin Ogden received the 2010 Distinguished Volunteer Public Benefit Flying Award at the National Capitol in Washington, DC. At the CAP National Conference in San Diego, Arizona Wing members won 3 Balsem Awards, 1st Lt. Anthony Kugler and 2nd Lt. Francesco Leyva received an Award of Excellence for their squadron website. 1st Lt. Gary Haslam received an Honorable Mention for his article on the Fly-a-Teacher Program.

**Texas Wing** HQ will be in a new building to go up at Stinson Field, in San Antonio. Summer training was plentiful, including a hurricane workshop, a glider academy, a cadet leadership school, and several SAREX activities. During the July 4 weekend, the wing found six ELTs. Sadly, 1st Lt. Chuck Miller died when his experimental airplane crashed in Arkansas, on its way back from Ohio to Georgetown, Texas. The wing, together with Arkansas and Louisiana Wings, participated in the search for Miller's plane. In September, the wing CAC held its first Cadet Ball in McKinney, Texas.

**Arkansas Wing's** biggest event was a four-day search for an airplane that went missing in southern Arkansas, located by

an Arkansas Wing aircrew on Aug. 23. In conjunction with the Memphis Soaring Society, 29 Arkansas Wing cadets received glider orientation rides. The 67th Composite Squadron in Monticello moved to a new, larger meeting location dedicated to CAP use; it will fit the unit's needs much better.

**New Mexico Wing** was credited by AFRCC with a "Find" for a September air-ground Redcap effort that located a transmitting ELT aboard an aircraft parked in a hangar at a remote dirt airstrip. For the July 4 and Labor Day holidays, the wing flew numerous sorties over the state's major lakes in a joint effort with the Coast Guard Auxiliary to enhance boating safety for the tens of thousands who take to the water during those holiday periods. When the City of Socorro held a "welcome back" celebration for a National Guard unit returning from Iraq, the troop formation was led by a CAP cadet color guard as they marched ceremonially into the city plaza.

**Oklahoma Wing** concentrated on training, including hosting the Southwest Region National Flight Academy in Shawnee; out of 23 students, 16 soloed. Over 100 cadets attended the wing Encampment, assisted by members of the Oklahoma National Guard. Squadrons participated in numerous exercises, including low-level route mapping and search-and-rescue events, in preparation for the upcoming Ops Eval in FY 2011. Post-tornado damage assessment, FAA high-altitude training, and participation in Air Force Pilot Orientation at Vance AFB rounded off the quarter.

To everyone, our congratulations. 🇺🇸

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### ***Safety is Priority One***

Please read the latest issue of The Safety Beacon for timely, seasonal advice at [http://members.gocivilairpatrol.com/safety/safety\\_newsletters.cfm](http://members.gocivilairpatrol.com/safety/safety_newsletters.cfm)

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: <http://www.capmembers.com/safety/orm.cfm>

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at [http://www.capmembers.com/safety/safety\\_training/orm\\_training.cfm](http://www.capmembers.com/safety/safety_training/orm_training.cfm)
- ***Safety is our Number One Priority.***

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### ***How to Submit News Items for this Newsletter***

#### ▪ ***Which Articles Are Best?***

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

#### ▪ ***Do I Submit Photos?***

Whenever possible, include images with your article. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

#### ▪ ***If You Have Article Ideas or Suggestions***

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to make a comment about the material published here, please feel free to contact the editor: [awoodgate@austin.rr.com](mailto:awoodgate@austin.rr.com) 🇺🇸



### ***Southwest Region National Flight Academy***

*by Cadet 1st Lt. Christian Nelson, CAP, Texas Wing*

SHAWNEE, Okla. – Starting on July 9, 2010, under the direction of Lt. Col. Ed Angala, the Southwest Region National Flight Academy once again enjoyed outstanding facilities provided by St. Gregory's University. It would be nine days of hard and disciplined work, during which twenty-three aspiring cadet solo pilots would be split into 12 groups of two cadets and an Instructor Pilot (IP) each.

"It was really constructive", said Cadet 2nd Lt. Devon Haith. "I don't have a lot of flight experience, so I got a chance to get many questions answered." Cadet Zachary Dieman agreed, "The question and answer sessions were great. My IP explained stuff that wasn't covered in the basics like a VOR (Very high frequency Omni-directional Range) Beacon."

On the second day, the cadets were excited to get their first flights. Building on their ground school knowledge and the previous evening's pre-flight training, they got their first lessons in the air.

**Top:** Class picture.

**Right:** Capt. "Popeye" Barnes answers questions from Cadets Dillian Petty (L) and Zach Ramirez.

What followed would be the routine for the days to come. After a morning of flying and a box lunch on the tarmac, the cadets studied with their IPs for the afternoon, talking about the day's maneuvers, the many things that had gone right and the few that needed improvement. Under their IPs' guidance, the student pilots troubleshooted their







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own difficulties. By dinnertime, a nutritious meal was followed by more class work to finish ground school before the students were released for the evening.

"So far, everything is going very well," said Air Operations Branch Director Lt. Col. Charlie Watson.

**Left:** Lt.Col. Dan "Blade" Crum teaches Cadet Alexandra Green flight logging procedures.

**Bottom:** Cadets Devon Haith, Dillian Petty, and Lance Morrow with visiting members of the Order of the Daedalians.

On the third day, ground school classes were over. As they gained experience in the air, their skills improved and they were able to tackle the more difficult aspects of flying.

After his second flight, Cadet Stephen Lester from Tennessee Wing said, "I found the extra cloud cover taxing." What tasks was he working on with his IP, Charles Watson? "I'm mainly polishing maneuvers like steep-banked turns and touch-n-go's," he said. How did he like Flight Academy so far? "It's amazing!" he exclaimed. "I definitely want to come back next year as staff."

The weather was unpredictable. With the Oklahoma heat and humidity, a beautiful morning, by the afternoon, could build up some impressive thunderstorms that got in the way of flying.

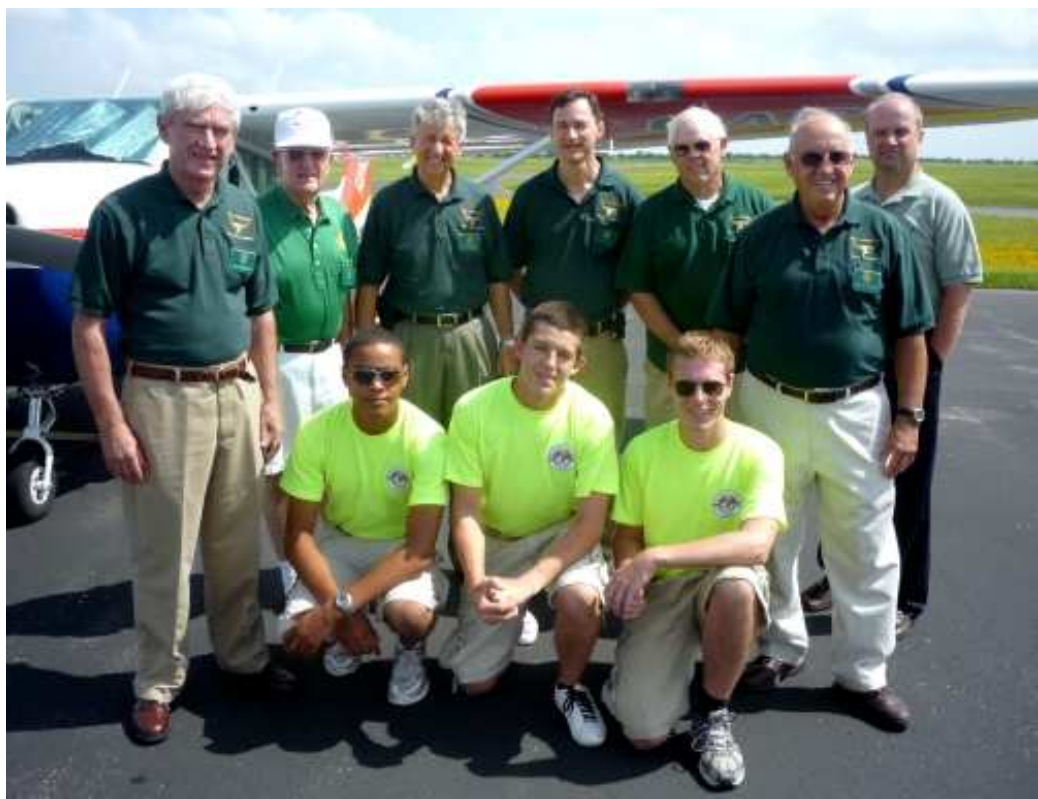
After their flights, the IPs supervised their students as they took their aircraft to the pumps. There, a highly-motivated team of cadet staff ran a re-fueling operation faintly similar to a NASCAR pit stop, and then helped the students "put the birds to bed."

On the fourth day, the students took their third flights with their IPs. They had settled into the most time-honored cycle of the National Flight Academy: Eat, Fly, Eat, Fly, Eat, Fly, Sleep, Wake up and Repeat.

On a typical day, it was breakfast at 6:00 a.m., followed by the IP, safety, and weather briefings. At 7:00 a.m. all vehicles were inspected and everyone rode to the airport. By 7:30, more than a dozen planes had been pre-flighted and several were in the air already. Between then and 11:00 a.m., all IPs were flying with their students, either at Shawnee Regional Airport or at several of the local satellite airports used for training, so a single airport wouldn't be overwhelmed by trainees.

At 11:00 a.m. staff members would drive to St. Gregory's for the boxed lunches: two sandwiches, a bag of chips, mayonnaise, mustard, two cookies, and water. Depending on where they'd been and how far they had had to fly, the pilots came trickling in for lunch between 11:30 a.m. and 2:00 p.m. If the weather held, IPs and students would go out for another flight in the afternoon, making sure to land, re-fuel, and tie-down their aircraft in time to get back for dinner.

After the evening meal, weather permitting, the students would go out with their IPs for a final flight before calling it quits around 9:00 p.m. Back in their dorms, the cadets socialized, worked out at





really steady." Cadet Koniarczyk said, "As I turned onto the crosswind leg, I looked to my right and thought, 'Whoa, where did my instructor go?' It was startling."

**Top:** Cadet Allen "Crank" Forest gets doused.

**Right:** It's Cadet David Twibell's turn.

**Bottom:** Lt. Col. Dan "Blade" Crum, Cadet Devon "Thud" Haith, and the latter's father, Mr. Andre Haith.

The other students spent the morning and early afternoon working harder on their maneuvers, traffic patterns, and landings and takeoffs because the goal of soloing – towards which they had been eagerly striving – had now come into view.

In the afternoon of the fifth day, the local chapter of the Order of the Daedalians, led by Lt. Gen. Charles Searock, USAF (Ret.) came to visit Cadets Devon Haith, Lance Morrow, and Dillian Petty who had received flight scholarships from the Order, making it possible for them to attend this flight academy and pursue their love of flying.



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the campus gym, relaxed, or did their laundry. The more studious memorized their flight procedures until lights out at 10:00 p.m. Bedtime was strictly enforced, to ensure that cadets would get enough rest to be alert on the following day.

Cadet Luke "Skywalker" Koniarczyk soloed on the fifth day, setting the bar high for his fellow students. According to Deputy Commander for Cadets 1st Lt. Francis "The Man" McHale, "He set a great approach, which is the key to great landings; he was



At dinner, the Daedalians entertained the cadets with their combat stories. Since it was cooling rapidly, the IPs proposed some after-dinner flying and the cadets were more than willing. The last plane came back in about 9:00 p.m. and they were all tied down by 9:30 p.m.

On the sixth day, no fewer that six cadets soloed: Cadets Robert Burney, Allen Forest, Joshua Henny, Joseph Klatt, Stephen Lester, and Dillian Petty.

"I was especially watching my flying buddy, Allen 'Crank' Forest," said Cadet 2nd Lt. Robyn Taylor. "His landings had





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improved greatly, his turns were very smooth, and his patterns were precise.”

Cadet Capt. James Harris praised his fellow students, “They had excellent crosswind landings, which are quite difficult. Joseph Klatt, especially, did a great job.”

**Left:** Cadet Joseph “Stang” Clark gets doused.

**Bottom:** 1st Lt Francis “The Man” McHale and Cadet Brittney “Cowgirl” Sabatka. (All photos: Cadet 1st Lt. Christian Nelson)

On the seventh day, the NFA took a tour of Tinker Air Force Base in Oklahoma City. It was an informative day that included a full-motion simulator of the TACAMO workhorse, the E-6 B (a heavily modified Boeing 707) and a look at the real plane, a demonstration of security dogs in action at the 72nd Security Forces Squadron, and a close look at USAF hand weapons. Lunch at the base’s Vanwey Dining Facility was followed by the final tour: the Air Force Air Warning and Control System’s (AWACS) flight line.

Back at St. Gregory’s University, most cadets took a nap before getting into their “glow stick” uniform (that’s the

informal name for the shorts and activity shirt combination). After dinner, the student pilots went back to the flight line and Cadet Andrew Roberts earned his wings.

Three more cadets – Twibell, Haith, and Blodgett – soloed on the eighth day, bringing the Southwest Region NFA total to 12 cadets, with several more who might still solo.

On the ninth day – the last official NFA day – four more cadets, Bradley “Shadow” Oehme, Alexandra “Ketchup” Green, Joseph “Stang” Clark, and Ariel “Mermaid” Sten got in their solo flights right before all flying stopped. By the activity’s end, 16 cadets had soloed, an increase of 25% over 2009. That made 2010 an amazing year for the SWR NFA.

That evening, the cadets in their service blues received their guests and headed to the dining hall for graduation. Lt. Col. Ed Angala welcomed the guest speaker, Lt. Gen. Charles Searock, USAF (Ret.) and introduced CAP Oklahoma Wing Commander Col. Bob Castle. The meal followed.

Gen. Searock spoke about the major points of retention and recruiting (in that order) in the Civil Air Patrol. He read an intriguing Desiderata from Baltimore, written around 1690. Afterwards he entertained a short question and answer session.

The cadets then presented the skits they’d been working on, making fun of situations, persons, or just life at NFA in general, to everyone’s enjoyment. The slideshow, assembled by Cadet 1st Lt. Nelson using images taken during the activity and an added musical background, was met by laughter, giggles, and very favorable comments.

Following the slideshow, Deputy Commander for Cadets 1st Lt. Francis “The Man” McHale and Lt. Col. Angala presented the pre-solo and solo wings to the student pilots. They also handed out awards for the Best Senior Member Maj. Mark “Jedi” Jacobs, Best Cadet Member Cadet Capt. Stephen “Pumpkin” Lester, and Best Cadet Staff Member Cadet Deangelo “Rambo” Reyes.

Back at the dorms, everyone packed and started saying good-bye. On the following morning, many cadets would be leaving for the airports to catch flights home. It was a happy sorrow, but everyone was eager to get home.

It had been a very successful activity. 🇺🇸





common statement was, "I wouldn't be here today, had it not been for Civil Air Patrol that changed my life for the better." The measure passed unanimously.

Sheryl Sculley, City Manager, expressed her thanks to Texas Wing and the Civil Air Patrol for their work, as well as to Frank Miller, San Antonio's Director of Aviation and Fred Saucedo and Mike Sedona for their diligence in preparing the needed documentation for the proposal. Many more members of the City of San Antonio staff were involved in this project's success, and were essential in achieving the final outcome.

Upon hearing the good news, Col. Joe R. Smith, commander of Texas Wing, said, "We are thankful to the City of San Antonio for giving us the opportunity to better serve the community. This generous offer will greatly enhance our ability to carry out our missions."

"I am so very proud of the fact that a vital organization like the Civil Air Patrol is moving its Texas State headquarters to Stinson Airfield and District 3," said Councilwoman Jennifer V. Ramos. "Stinson air field continues to become more and more essential in San Antonio, not only serving as one of the top reliever airfields in the country, but to the continued economic development boom we are seeing in District 3. The Civil Air Patrol is the kind of organization we openly welcome and are excited to have in District 3, with its rich history and storied tradition in Texas and around the country," she added.

Chartered by Congress, Civil Air Patrol is the civilian Auxiliary of the United States Air Force. Texas Wing is a member of the Texas State Emergency Operations Center and has been involved in every hurricane and major natural disaster to strike the State of Texas in recent memory.

"The relocation of the Wing Headquarters to San Antonio continues to grow San Antonio as a center for emergency response which enhances the safety of the citizens of San Antonio and all of our South Texas neighbors," said Councilman Reed Williams.


Calhoun said, "I am grateful to Councilwoman Ramos and Councilman Williams, because they listened to us – Lt. Col. Ed Billman, Maj. Chuck Tetlow and me – when we came to them, and they started the ball rolling to accomplish what today has become a reality. Texas Wing looks forward to strengthening our participation in the San Antonio family."

The City of San Antonio decided to back the non-profit, all-volunteer Texas Wing in recognition of this major command's contributions to the community, city, state and nation. This has been Texas Wing's focus in the past, and will continue to be its mission in the future, as it benefits the City of San Antonio and the entire State of Texas.

"This is really an exciting time for Stinson Municipal Airport," said Frank R. Miller, city of San Antonio Aviation Department. "The continued capital improvements and tenant growth, such as the Civil Air Patrol, is why Stinson continues to be one of the premier municipal airports in Texas."

As CAP conducts its Congressionally-mandated missions of Emergency Services, Cadet Programs, and Aerospace Education, the City Council decided to reward the organization for their good work. CAP combines a strong adult membership trained in aviation skills and land-based search and rescue techniques with a highly effective youth program designed to help America's young people develop in character, physical fitness and ethical conduct.

Overflying disaster areas, especially after hurricanes hit, CAP is often tasked with taking high resolution photographs of the damage. In the process, its members help shorten the time to recovery, alleviate human suffering, and provide help to those in need. CAP cadets are actively involved in the local area through outreach, community service, and personal involvement in aerospace education and model rocketry.

CAP cadets normally constitute about 10% of the freshman class at the U.S. Air Force Academy, as well as other military service academies. Many go on to serve the nation and distinguish themselves, as did Col. Eric Boe, USAF, who became an astronaut whose name is well known as a Shuttle pilot to the International Space Station. 





### ***Texas Wing Cadet Military Ball***

*by Cadet 1st Lt. Jesse Carr, CAP, Texas Wing*

MCKINNEY, Texas – On Saturday, Sept. 11, 2010, I walked up the carpeted stairs of the McKinney Grand Hotel and Ballroom, turned the corner, and stepped through the doorway of the ballroom. By my side was my co-planner, friend, and mentor, Cadet Maj. Addison Jaynes. Since that day in April when we had decided to have the Texas Wing Cadet Advisory Council host a Cadet Military Ball, we had planned, advertised, raised the funds for, and organized the whole event, spending the week leading up to the ball scrambling for funds. In the end, fortunately, we covered all expenses.

In June, ticket sales had got off to a great start. By the cutoff date, we had sold just over one hundred tickets, many more than we had expected. Early on Saturday, Sept. 11 – the day of the event – we arrived to set up decorations, plan the music, and coordinate with the hotel setup personnel. All week long we had been on the phone finalizing the schedule, answering guests' questions, and discussing our plans and requirements with the hotel staff.

On that final day, the hours sped by as we helped the hotel personnel set up the tables, lay out the dance floor, and piece together the decorations. With the finishing touches in progress and nearing completion, we put on our uniforms and prepared for our guests to arrive. Slowly, couples and groups started to walk in, many showing up early to make sure their pictures were taken.

As they entered the hotel – a well-known city landmark – the guests were surprised and thrilled at its vintage style and homey atmosphere. Located on a city block by the McKinney square, it provided a warm, old-fashioned environment. We had picked it as the perfect setting for a traditional ceremony that has been part of military life for centuries.

On that Saturday, during the Military Ball, we conducted a change of leadership ceremony, as Cadet Maj. Addison Jaynes relinquished his position of Chairman of the Texas Wing Cadet Advisory Council, and I, until then the Council's Vice Chairman, accepted it.

To get things going, the Master of Ceremonies, Cadet 1st Lt. Isaac Niedrauer, called on the assembled guests to stand by their table, the head table party filed in and took their seats, and everyone sat down. The Texas Wing Commander was represented by Maj. Jane Smalley, Director of Cadet Programs. Those sitting at the head table were introduced, the colors were posted (American Flag and Civil Air Patrol Flag), and the noble tones of our National Anthem filled the room.

Cadet Niedrauer then asked me to say the invocation. I stepped up to the microphone, the fear and stage fright that would have been there three years earlier now absent, replaced by confidence. From the podium, I saw many faces I recognized; they were my CAP brothers and sisters with whom I had worked in many CAP activities. I asked for heavenly blessings, and the 2010 Texas Wing CAC Military Ball was under way!

The first course, a crab cake, was delicious; next came the salad. As the guests were finishing their salad, once again I found myself with microphone in hand. "Ladies and gentlemen, may I have your attention please. Tonight, as we gather for camaraderie, dancing and festivities, we take a moment to honor and remember those who cannot be with us. We honor those who made the ultimate sacrifice on this day, nine years ago. Please join me in remembering the legacy they left behind."

I said these words with a bitter taste in my mouth, thinking back to the day when I was nine years old. I had been at piano lessons and hadn't understood what was happening, my child's mind keeping me from grasping why someone would want to fly a plane full of passengers into the Twin Towers.

As my thoughts flashed through my mind, I signaled for the video to play, tears soon readying themselves at the corners of my eyes, held back with effort, as the pictures and video brought back the memories, the song faded out as the screen went blank. "Please join me in a moment of silence," I said hoarsely.

Next on the agenda was the POW/MIA table, a token of honor in memory of our military's suffering. The slow recounting of pain and anguish, each statement answered by all with a single word, "Remember." With the solemn ceremonies concluded, the main course was served.

After the main course was finished, I introduced our guest speaker, former Cadet Maj. Joshua Vaughn. A very powerful speaker, Josh conveyed the importance of servant leadership and the different character traits of a good leader. As the night wore on, the dance floor started looking more and more appealing. The dishes were cleared, the colors were retired, the ceremonies were ended, and finally the music broke out. A handful of cadets and their dates hit the dance floor as soon as the music started.

We danced into the night, for a long time, and it was rewarding to see senior members and cadets laughing together, dancing together, and enjoying themselves. It was nice to know that the event had been a success. Overall, those who attended had a grand time, many of them eagerly asking, "When will the next one be?" or, "Could we have one closer to the Austin/San Antonio area?"

Although the project was long, tiring, full of details that needed resolution, and demanding some extra work, everyone on the planning committee was pleased with the results. We had been successful in bringing cadets and senior members together in a social function.

We look forward to the next Texas Wing Cadet Advisory Council Military Ball, to be held in the Fall of 2011. 🇺🇸



## ***The International Air Cadet Exchange Experience***

*by Maj. Michael James, CAP,  
Louisiana Wing*

GRANT PARISH, La. — Louisiana Wing Cadet Lt. Col. Barry James, a member of the Barksdale Composite Squadron in Bossier City, La., recently visited the United Kingdom. He was among 62 CAP cadets from the United States who served as goodwill ambassadors in the International Air Cadet Exchange (IACE) program.

**Top:** Cadet James with the RAF pilot instructor at RAF Cranwell AFB.

**Right:** Cadet James' host family.

IACE is an annual exchange of visits by air-minded youth of the U.S., Canada, Europe, the Middle East, Africa, East Asia and the Pacific Rim with the objective of promoting international understanding, goodwill, and fellowship among the youth of the world.

Louisiana Wing Director of Cadet Programs Maj. Victor Santana said,





"The Louisiana Wing was proud to have this fine young man represent our state and nation. The CAP cadets selected for the Exchange have a reputation for being the best of the best, having demonstrated integrity and leadership ability, a keen interest in aviation and the culture of other countries, and the will to share their own experiences with their fellow cadets, family and community."

Cadet James said, "My group visited the Palace at Westminster, the Tower of London, and Buckingham Palace. We also took a cruise down the Thames River, attended the famous Farnborough Air Show, and saw many other interesting sites. The cultural visits were very interesting, and it was awesome to be immersed in the culture as we walked down the streets of London and surrounding villages. My host family was outstanding."

James added, "The most interesting event occurred at the Royal Air Force Station Cranwell, where I received the best flying experience I could ever have imagined. There I flew aboard the Grob Tutor RAF training aircraft, as the pilot performed many aerobatic maneuvers. While at the base, I also flew Viking and Vigilant gliders, soaring over the breathtaking countryside. The

friends we made and the sights we saw were unforgettable. It is amazing that we were able to see so many things in just two weeks – including our nation's Capitol building in Washington, D.C."

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**Top:** At Farnborough Air Show

**Left:** In London, by Palace Guard

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James, a 2009 graduate of Grace Christian School in Alexandria, is currently attending Louisiana Tech University in Ruston where he is a member of the U.S. Air Force Reserve Officer Training Corps Detachment 305. He also is a member of the Valkyrie Honor Guard (VHG), a precision drill team and color guard that represents the detachment at Louisiana Tech. The VHG participates in a wide variety of activities, including presenting the Colors at home games, saber details for VIPs and weddings, and precision drill competitions across the United States.

Having been a CAP member since 2002, James has many accomplishments to his credit. He has attended seven consecutive Cadet Summer Encampments at Barksdale Air Force Base, serving in two of them as encampment cadet commander, two years as Wing Cadet Commander, and Cadet of the Year for three



consecutive years. In 2007, James attended the Specialized Undergraduate Pilot Training Familiarization Course (SUPTFC) at Columbus Air Force Base, Ohio, where he placed in the top four of his class of 30 cadets. In 2008, at the request of SUPTFC personnel, he returned as a cadet staff member. His CAP awards since 2002 include an Air Force Association Citation for Cadet Officer; Wright Brothers, Mitchell, Earhart, and Eaker CAP Cadet milestone awards, and a Louisiana Wing Commander's Commendation Award.

His community service includes assisting the Pineville Police Department by distributing food and helping in cleanup efforts following Hurricane Gustav. He worked on a mission trip to Bay St. Louis, Miss. to rebuild the area following Hurricane Katrina. In addition he has worked in the Food Bank in Alexandria, La. and also in his local church youth group to raise money for missions.

This year, the countries hosting CAP cadets included Canada, the United Kingdom, Germany, Belgium, Netherlands, Turkey, Israel, Ghana, Japan, South Korea, Hong Kong, Singapore, Australia and New Zealand.

CAP's participation in the exchange began in 1947 with the arrangements for an exchange of cadets between CAP and the Air Cadet League of Canada. Since the first exchange of cadets during the summer of 1948, the program has continued to expand. Former United States presidents, members of Congress, and the heads of many foreign countries have publicly commended IACE.

Civil Air Patrol sponsors U.S. participation by arranging housing accommodations, travel itineraries, and educational, recreational and social activities for the international cadets while they are in the United States. The hosting organizations of the participating countries also perform these same services for the visiting American cadets.

Visits to the U.S. and abroad last just over two weeks and give the cadets an opportunity to visit many areas of their host countries. Cadets visiting the U.S. are hosted by CAP units in the various states. In addition, most are given a special tour of our nation's capital.

Louisiana Wing has over 500 members, representing 14 squadrons that are located in Alexandria, Baton Rouge, Bossier City, Gonzales, Hammond, Jennings, Lafayette, Lake Charles, Monroe, New Orleans, Patterson and Shreveport. 🇺🇸

Below: London's Tower Bridge







## ***A Day in the Life***

*by 2nd Lt. Howdy Stout, CAP, Oklahoma Wing*

VANCE AFB, Okla. – On June 29-30, 2010, Grove Squadron Cadet Capt. Nathanael Webb experienced a day in the life of a trainee Air Force Pilot during a U.S. Air Force-sponsored incentive flight in a T-6A Texan II advanced trainer, a single-engine turboprop aircraft used to introduce future Air Force pilots to military aviation.

Webb, who wants to become an Air Force pilot, reported for duty at Vance AFB, in Enid, Okla. (a Joint Specialized Undergraduate Pilot Training facility) a training airfield for new Air Force pilots.

He spent his first day on base dealing with the voluminous paperwork, flight physical and ground briefings. He learned the fundamentals of the aircraft's ejection seat system, and also experienced high-altitude effects in the hyper-baric chamber.

"There were other pilots checking in at the same time for their flights and undergoing the same processes," explained





his mother, Juanita Webb. "Nathan was very impressed with his experience."

With a day of briefings and training behind him, the following day saw Webb climbing into the cockpit of a T-6A Texan II trainer for a realistic, 5-G pulling training flight.

Veteran Air Force Instructor Pilot Capt. James Snyder put the aircraft through its paces with Webb, going through many of the same maneuvers used to teach trainee pilots. By Webb's account, the experience was thrilling.



Vance Air Force Base is home to many of the T-6A trainers used for the Air Force's primary flight instruction.

The Air Force makes incentive flights available to CAP cadets as a means to having them get a taste of military aviation. For Webb, the flight sealed the deal – on July 14, 2010 he reported for the U.S. Air Force Academy's Preparatory School, in anticipation of attending the four-year military academy. 🇺🇸

(Photos: Juanita Webb)





At the U.S. Capitol (front row, L-R): Cadet Chief Master Sgt. Michael R. Eckert, Cadet Airman August Huerta, Cadet Airman Basic Desiree Kindle, Cadet Airman First Class Dakota Sidden, and Cadet Airman Hunter Atwood; (second row, L-R): Cadet Airman Brian Chernenkoff, Cadet Airman Julien Work, Cadet Airman Nathaniel Currid, Cadet Airman First Class Matthew Bradley, Cadet Senior Airman Kaycee Voights, and Cadet 2nd Lt. Haley E. Barela; (back row, L-R): Cadet Airman Basic Daniel Zhang, Cadet Airman Jesston Rich, Cadet Technical Sgt. Grant Calderon and Cadet Airman Basic Tomas Gallegos.

*(Photo: 2nd Lt. Nicki Voights, Albuquerque Senior Squadron II)*

### ***Appreciation Dinner Honors Squadron's Trip to the Nation's Capital***

*by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – On Saturday, Aug. 28, 2010, 35 senior members, cadets, their parents and friends attended an appreciation dinner in honor of those who had planned and prepared the Albuquerque Heights Composite Squadron's trip to Washington, D.C. during Aug. 4-8. The banquet also capped off nearly a year of preparation and planning that started in October 2009.

Cadet Senior Airman Kaycee Voights, the dinner's mistress of ceremonies, welcomed the group, then 1st Lt. Lloyd A. Calderon – both the squadron's recruiting and retention officer and the trip's project officer – talked about the challenges the unit had faced in planning and preparing for the trip.



The Fly-

“A lot of people thought we couldn’t do this,” said Calderon. Nearly a year later, he found himself thanking those who had made the trip possible.

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**Right:** Cadet Senior Airman Kaycee Voights. (Photo: Lt. Col. Jay Tourtel)

**Bottom:** An impromptu game of Frisbee football. (Photo: 2d Lt Nicki Voights.)

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Calderon, the business development director for New Mexico Veterans, got the idea for the trip after taking a group of businessmen to Washington, D.C. in October 2009 and noticing their reaction. “If business leaders representing half a billion dollars in revenues to the State of New Mexico could be impressed, how much more would our young cadets be?”

The squadron began raising funds in January, with a target of \$12,000 for the trip. Over the course of the year, the project – dubbed Wings Across America – earned funds from community events, car washes and donations from businesses and individuals, culminating with the squadron’s first-ever Golf Tournament at Buffalo Thunder Casino and Resort in Santa Fe on June 17, 2010.

On Aug. 4, fifteen cadets and three senior members started the trip that included visits to the Pentagon and the U.S. Capitol, a personal visit with U.S. Senator Tom Udall (D-N.M.), tours of the National Archives, the National History Museum, the National Air and Space Museum, the Dulles Museum, and Ford’s Theater.

Cadets and senior members paid their respects at Arlington National Cemetery, the Tomb of





the Unknowns and the Vietnam Veterans Memorial.

The trip also had its fun side, as cadets and senior members enjoyed an impromptu game of Frisbee football.

Capt. Lloyd J. Voights, squadron deputy commander for cadets, finds his uncle's name at the Vietnam Veterans Memorial. (Photo: 2d Lt Nicki Voights)

Many cadets on this trip had also participated in the squadron's field training exercise in Ponderosa, from July 30 to Aug. 1, and had been back home for only two days before setting off again. Cadet Airman First Class Dakota Sidden remarked that in spite of the short turnaround time, "We all got plenty of rest and were ready for our trip." Cadet Voights agreed, "We went on a four-hour trip just to get there, but it was awesome."

The squadron stayed at Joint Base Andrews (formerly Andrews Air Force Base), and ate many of their meals at the base dining hall. Transportation to the various sites was provided by the Air National Guard.

The squadron got to meet and thank the base commander, Col. Kenneth R. Rizer, USAF. Cadet 2nd Lt. Haley E. Barela, the cadet commander, continued a long-standing military tradition by exchanging her squadron's challenge coin for a challenge coin from the base, presented to her by Col. Rizer.

The trip made a lasting impression on the cadets. Cadet Airman Daniel Zhang said, "I have developed a sense of pride and gratitude through the efforts of those who are serving or have served protecting this country. Not one of them should be forgotten."

Calderon hopes the trip will unlock the cadets' potential, and that one of them might grow up to be the next Neil Armstrong or Mary Feik. "Who knew what these people were capable of at age 12?" he said, referring to a cadet's minimum membership age.

After dinner, guests were treated to a slide show produced by Capt. Lloyd J. Voights, deputy commander for cadets and one of the trip organizers, who commended Calderon on his initiative and leadership, "His vision is the reason we were all able to do what we did." Calderon, Voights and 2nd Lt. Nicki Voights of Albuquerque Senior Squadron II – the trip's principal organizers – cut the cake honoring the parents and sponsors who had made it all possible.

Corporate sponsors included DKD Electric, Don Chalmers Ford, and the Kirtland Federal Credit Union. Virtually every family in the squadron sponsored the trip, especially the Fox family, who held a neighborhood car wash and donated the proceeds to the squadron.

Voights was impressed with the turnout and the results. "Overall, this was a great success," he said. Calderon plans another trip in 2011, and hopes to see it become a future cadet special activity. "Cadets from Virginia, Maine, and Florida were there too," he said. "This could and should be the genesis of a National Cadet Special Activity."

Capt. Lloyd J. Voights, 1st Lt Lloyd A. Calderon, Cadet Senior Airman Kaycee Voights, Cadet Airman First Class Dakota Sidden and Cadet Airman Daniel Zhang contributed to this article. 🇺🇸





(Photo: Chaplain (Maj.) Larry Killian, CAP)

### ***Arkansas Wing Locates Missing Aircraft***

*by Maj. Blake Sasse, CAP, Arkansas Wing*

EL DORADO, Ark. – On Aug. 23, 2010 at about 2 p.m., the Arkansas Wing located the wreckage of an aircraft missing since Aug. 19. An aircrew consisting of Col. Thommie Herndon, Lt. Col. Robert Penton, and Chaplain (Maj.) Larry Killian spotted the aircraft less than half a mile from the airport in thick cover.

When Capt. Walter Glosenger – a crewmember on another aircraft – saw a flash of red while landing and reported it, Col. Herndon's crew was tasked with following up on this sighting. Soon after taking off, they heard a very faint and erratic emergency beacon signal and were able to use it to lead them to the aircraft wreckage.

After the aircrew spotted the aircraft, a multi-agency ground team made up of the Union County Sheriff's office, CAP, and El Dorado airport staff made their way through hardwood forest and brush to the site to confirm the airplane's identification. Concurrently, Lt. Col. Penton and Col. Herndon had taken to the sky again in order to help lead the ground team to the site.

The aircraft – that had been on a flight from Norwalk, Ohio to Georgetown, Texas – had stopped at El Dorado to take on fuel. After taking off just before sunset, the plane failed to arrive in Georgetown and was reported overdue on the morning of Friday, Aug. 20. Since that moment, as many as 19 Civil Air Patrol aircraft from Arkansas, Louisiana, and Texas had been involved in the search. 🇺🇸





### ***SWR National Flight Academy: A Student's Perspective***

*by Cadet Master Sgt. Joshua Henny, CAP, Arizona Wing*

GLENDAL, Ariz. – I applied to attend the Southwest Region National Flight Academy because I wanted to explore my interest in aviation and challenge myself. I had imagined that the activity would be very strict, and have rigorous study requirements. Other than that, I had no expectations.

On July 9, 2010, I arrived at the activity in Oklahoma, where I would spend nine days that I don't think I'll ever forget. I was surprised to see that it was a lot more relaxed than I had thought it would be. I really enjoyed the course structure, and the very low student to instructor pilot (IP) ratio.

The dorm rooms at St. Gregory's University were comfortable, with two students to the room, with a rec room and gym. We usually had about two hours after flying, when we could study, relax, exercise, or get to know each other after our homework was done. The IPs were very encouraging, and they made sure we knew our lessons. They were calm and relaxed in the air, and that made me feel comfortable; it also helped me concentrate.

They gave us team work to do, and that made it easier for us to learn. In the process, we got to know each other better.



Once the course progressed, it interested me greatly because it resembled what I imagine might be the rigorous course that Air Force pilots have to go through. The Civil Air Patrol program and that of the Air Force, both require candidates to memorize a lot of material in a very short time.

The IPs knew how to point out what we were doing wrong so we could improve on it. At first I had some difficulty on air maneuvers, because I either over-corrected or under-corrected. But my IP was so calm in helping me understand what was going on that I got over that in no time.

When I soloed, that was the most amazing experience I ever had. Having my shirt cut off and then the "baptism of solo flight" were wonderful, because only those who soloed could get that. Besides, in the heat of day, it was refreshing to get doused.

This activity gave me and my classmates an insight into what real Air Force pilots have



to go through.

When we started classes, the students had been relative strangers who had one thing in common: we were all Civil Air Patrol members. But in a few days, we felt we had known each other for a long time. We helped each other, and hanging out in the rec room or the gym helped us do better in the air. Some students were set on becoming military pilots, but others just wanted to go to a good school and work in the aerospace industry.

I truly enjoyed the experience and the learning, as I felt I had gained highly useful skills and had experienced personal growth. It has given me a lot of self-confidence.

My ultimate goal is to attend the U.S. Air Force Academy. I hope it becomes a reality. 🇺🇸

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(Photos: Cadet 1st Lt. Christian Nelson, CAP)

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(L-R) Glendale Squadron 308 Commander Capt. Peter Mountain, Cadet Master Sgt. Joshua Henny, Squadron Chief Pilot Lt. Col. Richard Frazier, and Deputy Commander for Cadets 1st Lt. Mario A. Grana.  
(Photo: Cadet 1st Lt. Andrea M. Grana)

### ***Arizona Glendale Squadron 308's Newest Solo Pilot***

*by Cadet 1st Lt. Andrea M. Grana, CAP, Arizona Wing*

GLENDALE, Ariz. – As the 2010 CAP National Cadet Special Activities (NCSA) come to an end, Squadron 308 celebrates Cadet Master Sgt. Joshua Henny's success at the Southwest Region CAP National Powered Flight Academy in Oklahoma, where he earned his Solo Wings.

Upon his return, as Cadet Henny entered the building, Deputy Commander for Cadets 1st Lt. Mario A. Grana asked him, "Cadet Henny, did you do it?" With pride, he replied "Yes Sir, I did. I soloed. I got my wings."

In recognition of Cadet Henny's performance and progress in the squadron, Squadron Commander Capt. Peter Mountain decided to present him his solo wings a second time at the next promotions evening, when all cadets would be wearing blues.

The ceremony took place on Aug. 2, 2010, energizing the squadron's cadets who looked on in amazement. After the presentation, Capt. Mountain addressed the cadets, "O.K., who's going to do this next summer". Immediately, a forest of hands flew up into the air.

"When an event such as this takes place, it acts like an injection of pure motivational adrenalin for the other cadets... because nothing speaks louder than actual results," said Capt. Mountain, who encourages all cadets to attend one or more CAP NCSAs each year.

Cadet Joshua Henny joined Civil Air Patrol in August, 2008 with one goal in mind – earn a college scholarship and become an Air Force pilot. Since joining, he has progressed to the grade of Cadet Master Sgt. and now has soloed a CAP aircraft.

"Coupling this work with good school grades, high SAT/ACT scores, and attaining a CAP cadet officer grade will make Cadet Henny's dream of becoming an Air Force pilot come true," said 1st Lt. Grana, who will assist Cadet Henny in applying for CAP Flight Scholarship and other student aid and grants, to help him achieve an FAA Class III Pilot's Certificate.

Cadet Henny is the third Squadron 308 cadet to earn his wings, joining the squadron's Cadet Commander, Cadet Capt. Francis Larucci who earned his powered solo wings in 2009, and former Cadet Hidalgo who earned his glider solo wings in 2008. 🇺🇸





(Photo: Maj. Vic Santana)

### ***International Cadets Enjoy Visit to Louisiana***

*by Maj. Michael James, CAP, Louisiana Wing*

BATON ROUGE, La. — During the period July 23 - Aug. 2, 2010, Civil Air Patrol's (CAP) Louisiana Wing hosted a group of young men and women (and their escorts) participating in the International Air Cadet Exchange (IACE) program.

Louisiana Wing IACE Director 1st Lt. Sue Yglesias said, "We were pleased to have six cadets and one guide representing Canada, the United Kingdom and Australia visit our state." Foreign cadets visiting the United States met in Washington, D.C., for three days of sightseeing in the nation's capital before departing to their appointed host states.

The delegation to Louisiana arrived in Shreveport on July 23. While in the area, the group met with Bossier City Mayor Lorenz "Lo" Walker and other local government officials. Later, the group toured the Barksdale Air Force Base and visited with CAP cadets who were participating in the Louisiana Wing Cadet Summer Encampment. The Shreveport Senior Squadron also treated the IACE cadets to orientation flights aboard CAP aircraft.

Other Louisiana points of interest visited included Avery Island, Jungle Gardens, Bird City, a Konrka Rice Mill, the Breaux Bridge Atchafalaya Basin display, Blue Bayou Water Park, the Louisiana State Capitol Building, the New Orleans French Quarter, Legends Park, and Preservation Hall.

While in Baton Rouge and the New Orleans area, CAP members hosted the cadets in their homes, so that cadets and host families could learn more about each other and their culture.

The group departed New Orleans on Aug. 2, and returned to Washington, D.C. where they attended a formal dinner with cadets returning from other states.

CAP's Louisiana Wing Vice-Commander Lt. Col. Pat Yglesias commented, "The group expressed how thoroughly they had enjoyed their visit to Louisiana. They were really impressed with the hospitality shown to them."

This year the countries participating in IACE include Australia, Belgium, Canada, Finland, France, Germany, Ghana, Hong Kong, Israel, Japan, the Netherlands, New Zealand, Singapore, South Korea, Switzerland, Turkey, the United Kingdom and the United States. 🇺🇸



## ***Texas and New Mexico Cadets Tour Special Forces Air Base***

*by 1st Lt. Kyle Vernon, CAP, Texas Wing*

CLOVIS, N.M. – On July 9, 2010, in what was the first ever public tour of the USAF 27th Special Operations Group (SOG) located at Cannon AFB in Clovis, N.M., cadets from Texas Wing's Lubbock and Amarillo Composite Squadrons and New Mexico Wing's Clovis Composite Squadron were given a view of current and future modern aerial warfare. A tarmac that some years ago had held F-16 fighters, was now filled with Predator and Reaper drones, Osprey tilt-rotors, and AC-130's Spectre aircraft. The tour and C-130 flight was a carefully planned event, coordinated between 1st Lt. Kyle Vernon, the Lubbock Composite Squadron's Deputy Commander for Cadets, and the active duty USAF staff at Cannon Air Force Base, N.M.

During the tour, under the military's watchful eye, cadets were told when and where pictures could be taken since much of what the Special Forces do and use is classified. Still, standing in a hangar filled with four MQ-1 Predator drones or watching the newest MQ-9 Reaper drone being assembled can be an impressive sight.

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**Top:** Cadets from Amarillo, Lubbock, and Clovis Composite Squadrons in front of the newest Reaper drone being built by 27th SOG members.

**Right:** Cadet Chief Master Sgt. Ryan Eckles stands in the doorway of a V-22 Osprey.

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Gone are the days of saturation bombing. Our reality includes remote-





controlled aircraft capable of destroying enemy combatants with precision-guided munitions.

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**Right:** The C-130E Allison engines thunder on through three different cloud decks caused by unseasonable wet weather.

**Below:** Cadet Senior Master Sgt. Robert Vernon from the Lubbock Composite Squadron stands in front of an MQ-1 Predator drone, an armed reconnaissance aircraft. (Photos: 1st Lt Kyle Vernon, CAP, with permission of the USAF PAO team)

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Lubbock Composite Squadron cadets were among the group of twenty-five, including members of Amarillo and Clovis, N.M., that participated in a day-long tour that included a flight on a C-130. Besides seeing the 27th SOG's aircraft, the cadets toured other base facilities such as Weather Briefing, Flight Operations, the Air Traffic Control tower, and RAPCON center.

The day began with a tour of the AC-130, often described as one of the world's deadliest weapon system. Cadets were shown the massive gun barrels protruding from the aircraft's side and briefly told of the extensive countermeasures the aircraft is equipped with to deal with anti-aircraft missiles and radar-tracking anti-aircraft artillery on the ground. The cadets got the impression that the AC-130 was bristling with layers of countermeasures to survive in a modern battlefield.

A few minutes later the cadets were led into a V-22 Osprey maintenance hangar to tour a tilt rotor, while nearby another V-22 prepared for a noisy departure. Folded and tucked away, the aircraft's massive blades fit easily into the former F-16 hangar, with room to spare. Cadets boarded the aircraft and saw the miles of tubes and wires stretching across its ceiling.

A short time later, in another hangar, the cadets observed a 27th SOG skilled airman assembling an MQ-9 Reaper drone right out of the box. Far from the vexing "some assembly required" instructions, each airman in the team worked quickly and efficiently to make the craft ready for flight. Permission was given for a group photo in front of the drone.

Then it was off to pre-flight. In a room filled with the flags of each of the squadron's eight AC-130 Spectre aircraft, the cadets were briefed on safety and the mission they were about to fly. Once on the C-130E, the cadets were treated to a full-power departure that had the aircraft off the ground in less than 2,500 feet. Climbing quickly through the scud, the cadets were allowed to walk around the airplane and tour the flight deck during the hour-long flight.

Lunch was provided by the USAF in the "Drop Zone" Family Community Center.

The afternoon was spent touring the various groups that keep the planes flying. Informative visits to the Air Traffic Control tower, Weather Briefing and Field Operations rounded out an unforgettable day. On the return trip to Lubbock, a quick check revealed that now all squadron cadets want to join the USAF. Proof that the tour had been a perfect combination of flying, fun, and information. 🇺🇸





(Photos: Building, Capt. Betty Evans, CAP; Inset, Courtesy of MonticelloLive.com, Joe Burgess.)

## **67th Composite Squadron Moves to New Location**

by Capt. Betty Evans, CAP, Arkansas Wing

MONTICELLO, Ark. – On Aug. 16, 2010, Capt. Lee Nelson, CAP, the 67th Composite Squadron commander, announced that the unit has a new location for its meetings.

"Through the generosity of Mr. Zach McClendon, the 67th has moved into the offices of the former Drew Foam building on Hwy. 35," Nelson said. "This move will enable our squadron to grow and provide better services to the community, state and nation." Nelson explained that the facility at the airport had become too crowded as the squadron grew. Also, the old facility was neither heated nor air conditioned.

"Mr. McClendon offered the use of his property to the squadron and it fits our needs perfectly," said Capt. Betty Evans, Public Affairs Officer. "The old Drew Foam offices will provide the squadron with offices for the commander, administration and public affairs, as well as classrooms for character development, leadership skills, aerospace education, communications and operations. There is also a large room for assembly, where both senior and cadet members can gather. We really appreciate Mr. McClendon's generosity."

"We are grateful to the Monticello Airport Commission for their efforts in providing the unit with a place at the airport," Nelson said. "Mr. Bennie Ryburn, the airport commission chairman, has been very helpful in working with the squadron on its efforts to obtain a grant with which to build a new facility at the airport. Changes in the grant's criteria now require that the squadron provide a 20% cash match, amounting to approximately \$65,000."

Nelson further explained that while the grant is still in line to be funded, it will be delayed until the squadron can raise the cash match. According to Nelson, Ryburn will put other projects in line ahead of the CAP building project, in order to give the squadron time to raise the cash match through a variety of fund-raising events and projects. Also, other grants may be available to raise the matching monies.

"We are still in the business of providing Civil Air Patrol services to our community, state and nation," said Nelson. "The new location will make it much easier to provide those services. It will also be a better place for our cadets, as they will have room for their activities and training."

"We are very excited about our move and want to have an opportunity for the community to see our facility and get a better idea of what Civil Air Patrol is all about," said Evans. 🇺🇸





## ***Cadet Change of Command in Batesville***

*by 1st Lt. Michael Young, CAP, Arkansas Wing*

BATESVILLE, Ark. – On July 9, 2010, the 97th Composite Squadron said farewell to its cadet commander, Cadet Chief Master Sgt. Dallas Doffin, who relinquished his post as he prepares for college. The 2010 graduate of Southside High School plans to attend West Coast Baptist College in Lancaster, Calif.

“I plan on majoring in youth ministry and minoring in music,” Doffin said. “After college, I will attend an independent Baptist church, work at the school, and be a youth pastor there.”

Doffin said Civil Air Patrol has been

an integral part in developing his maturity. “I think CAP has helped me not only as a cadet, but also as a person. I learned how to act more mature, have more respect for adults and even acquired more common knowledge,” he said.

But it hadn’t always been a smooth path. “I had been in CAP for two years and then this guy joined as a senior member and we didn’t hit it off at all,” Doffin said. “At the time, I was the ‘class clown’ and he didn’t like that either. As a result, I found something else to do on Monday nights so I wouldn’t have to put up with him anymore.

Then I realized that the problem wasn’t only with him but also with me. I realized how much I missed CAP, so I talked to him about it and apologized, then went back to the squadron. Once I went back, I stayed for another three years. I was in Civil Air Patrol for five and a half years.”

“Overall, CAP gave me basic training for survival, first aid, and even taught me how to have fun. My favorite memories of CAP were the camping trips we took to Sylamore Creek Campsite in Mountain View,” Doffin said. “We did our usual SAREX (search and rescue exercise), but after that the trip was just normal camping. I love to camp, so when it came time to go, I was always super excited.” 🇺🇸



(Photo: Lt. Col. Tony McFarland, CAP)

## **Arizona Wing Signs MOU with Pima County**


*by 1st Lt. Cindy Beck, CAP, Arizona Wing*

PIMA COUNTY, Ariz. — On July 31, 2010, Arizona Wing Commander Col. John Eggen, CAP, signed a Memorandum of Understanding (MOU) with Pima County to provide Civil Air Patrol aerial photography services to the county. The first photography mission under this new agreement was flown on Aug. 11, 2010.

The MOU is the result of a year-long effort to showcase Civil Air Patrol's available services. Squadron 104 Commander Capt. Larry Bernosky and other squadron members worked diligently to finalize this agreement. Aerial photography efforts by Squadron 104 members were key factors in the county's decision to enter into the MOU with CAP. Flights with county officials who saw first-hand what capabilities Civil Air Patrol has also influenced the decision.

The MOU will provide Pima County with a cost-effective means to photograph current infrastructure and identify damage in the event of a natural or man-made disaster. Under the new agreement, Arizona Wing's fleet of 13 Cessna aircraft along with its volunteer pilots and photographers will be available to Pima County. Under the terms of the agreement, CAP may provide aerial support to collect data and take photographs for damage assessments or environmental surveys using visual, photographic, real-time digital and video techniques, and airborne communications support. Jillian Bradshaw from the Pima County Office of Emergency Management and Homeland Security (PCOEMHS) described the MOU's advantages as follows:

- CAP will assist PCOEMHS with aerial photography to allow for before-and-after analysis of traditionally affected storm damage/flood areas.
- CAP will provide aerial photography for disaster recovery damage assessments, which becomes essential in applying for FEMA disaster assistance.
- CAP will provide PCOEMHS an alternative to strictly "at-the-scene" or "on-the-ground" photography, thus creating a bird's eye view of an affected area.
- CAP will assist during exercises to provide aerial photography that may be used in after action reports and evaluation of response.
- CAP is seen as a partner with PCOEMHS and will add value to the overall menu of services PCOEMHS provides Pima County.

Arizona Wing currently has over 1,350 volunteer members, a figure that includes 791 senior members and 565 cadets in 23 squadrons throughout the state. Arizona Wing has provided over 335,000 volunteer man-hours annually to the state of Arizona. Col. Eggen said, "The Civil Air Patrol was mandated by the US congress to provide volunteer service to our communities, state and nation and, when given the opportunity through these agreements, we are an outstanding cost-effective asset and support." 





### ***The Cactus Barrel Mission***

*by 1st Lt. Armando Faustini, CAP, Arizona Wing*

GLENDAL, Ariz. – On July 30, 2010, as the unseasonably cool summer day began, 1st Lt. Mark Huey and his aircrew from the Scottsdale Senior Squadron 314 flew a morning sortie over Barry M. Goldwater Range (BMGR). The mission involved searching the range for unauthorized persons and to assist range security at the local Gila Bend Air Force Auxiliary Field via CAP FM radio.

The Friday morning sortie was one of a series of authorized summer flights over the range called the Barrel Cactus Mission. “This is a great opportunity for everyone – especially the Mission Observer and Mission Scanner – to plan a proper grid search, and for the crew to fly the plan, so that the flight can also serve as a training activity,” said Lt. Col. Elton Humphreys, the squadron’s Emergency Services Officer.

The range, named in honor of five-term Arizona U.S. Senator and presidential candidate Barry M. Goldwater, is a vast expanse of desert and scrub land covering 1.8 million acres of southwest Arizona, running along the border between the U.S. and Mexico. This is a training complex primarily used by the U.S. Army, Air Force, Marine Corps and Navy – active duty, reserve and National Guard – to hone their aviation combat skills.



The vast, pristine desert terrain can be a haven for illegal activities and dangerous to unauthorized persons during firing from aerial combat training at the BMGR.

The Scottsdale aircrew – using Glendale’s squadron 308 airplane – arrived at the range at sunrise and flew a grid search. All mission

communication were carried out using the aircraft’s CAP call sign.

For one hour, the Scottsdale aircrew scanned the vast, pristine Sonoran Desert for any out-of-the-ordinary objects on the ground or in the washes. They were to report them to range security. The mission’s objective was training. “We need training and practice locating targets. Since the BMGR is restricted air space, we can focus on sharpening our locating and documenting skills without excessive aircraft traffic,” said Arizona Wing Director of Emergency Services Lt. Col. Brian Ready.

Although the aircrew didn’t find any illegal activities or unauthorized persons to report, as they flew back to Glendale they knew that their mission had been a success. “The Barrel Cactus missions have been successful,” wrote Lt. Col. Layne Slapper, the Arizona Wing Chief of Staff, who organized the Barrel Cactus mission. “To date, we have recovered three stolen vehicles off the range and 50 lbs of marijuana.”

Aircrew members for this mission were:  
Mission Pilot 1st Lt. Mark Huey,  
Mission Observer Lt. Col. Don Pochop, and  
Mission Scanner 1st Lt. Armando Faustini. 🇺🇸

Photos: 1st Lt. Armando Faustini





2010

## **Arizona Cadets See the Latest in Aviation and Aerospace**

*by 1st Lt. Gary Haslam,  
CAP, Arizona Wing*

PRESCOTT, Ariz. – During July 21-22, 2010, Embry-Riddle Aeronautical University (ERAU) hosted 112 Civil Air Patrol cadets and senior members from 17 Arizona Wing squadrons. This was the largest Arizona Wing cadet event of 2010, involving squadrons from Deer Valley, Prescott, Show Low, Cochise, Paradise Valley, Neotoma, Casa

Grande, Sky Harbor, Glendale, Frank Luke, Falcon, Cottonwood, Dan Kenney, Doolen, London Bridge, Verde Valley and Tucson.

The Aerospace Education event was the inspiration of Maj. Phil Hubacek, the Arizona Wing Deputy Director of Aerospace Education and Group II Aerospace Education Officer. Thanks to ERAU's cooperation, the two-day event succeeded in opening the minds of Arizona CAP cadets to the educational and career opportunities available in aerospace and aviation.

Cadets arrived at the ERAU campus by noon on Wednesday, July 21, 2010, stowed their gear, ate lunch, and gathered on the soccer field for the Pledge of Allegiance, greeting, and safety briefing. On ERAU's behalf, Burt Mullins, Angela Woo and Matt Turner welcomed the cadets.

Cadets were divided into two groups. One was transported to ERAU's Flight Line operations at the Prescott Airport, and the other one began the campus tour.

On campus, the group visited the Aerospace Experimentation and Fabrication Building that focuses on aerospace engineering fabrication and experimental projects. Here, cadets explored the Fabrication Suite, Materials Science Lab, Materials Testing Lab, Structures Lab, Structural Dynamics Lab, Space Systems Lab, Composites Lab and Rapid Prototyping Lab with 3D printers used to create solid parts from engineering drawings.

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**Top:** Cadets "fly" the Level 6  
FAA Simulator.

**Bottom:** Cadets at the  
Crash Lab. (Photos: 1st Lt.  
Gary Haslam)

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Cadets saw the ERAU-sponsored jet dragster project, designed and built in 2004 with the help of ERAU aerospace engineering and aviation maintenance students. A year-round feature attraction at air shows and drag racing events around the country, the rocket car accelerates from zero to 60 mph in less than one second, reaching a top speed of 270 mph.

Next on the campus tour was the Global Security and

Intelligence Studies (GSIS) Operations Center and Army Situation Room – two areas used for hands-on situational training exercises, planning and study for ROTC students. Another attraction on campus is the Air Traffic Control Lab, where cadets could sit in the controller's chair and directed simulated air traffic – some cadets were more successful than others.

The campus tour ended at the wind tunnel lab, where engineering students study aerodynamic effects on aircraft and spacecraft designs. The cadets saw 4 wind tunnels, 3 subsonic and one supersonic shock tube.

The group at the ERAU Flight Line at the Prescott Airport got to “fly” level 6 FAA simulators. These have a 180° field of view of animated flight images around the Prescott airport. The imagery realistically responded to the simulators’ flight controls that corresponded to those of a Cessna 172 with advanced all-glass cockpits. To their surprise, cadets learned that they could log their flight time in these simulators for FAA credit. Everyone flew. They also saw other advanced simulators, including the crosswind simulator.

**Top:** Cadets at the Crash Lab.

**Bottom & Overleaf:**  
The glider competition.  
(Photos: 1st Lt. Gary Haslam)

Cadets toured the ERAU ramp and experienced the actual Cessna 172 training aircraft used at the university. Next they toured the Universal Helicopter ramp next door, and got a brief education on how helicopters are operated, they sat





in the helicopter, and got the feel of it.

A highlight of the Flightline Tour was a visit to the ERAU Crash Lab. Here, actual aircraft crashes are re-staged for student forensic study. Cadets learned how the position of debris and shape of key parts lead investigators to understand the chain of events in the last few moments of the crash. Over 8 1/2 acres contain what's left of more than a half-dozen downed aircraft.

A greatly anticipated event was Wednesday evening's Great Arizona Wing Glider Championship, conducted on the soccer field. Six squadrons competed for 1st Place, 2nd Place, Most Innovative Design, and a special recognition that was not competed for: The Golden Turkey Award. 1st Place went to Tucson (Sqdn. 105); 2nd Place, Deer Valley (Sqdn. 302), Most Innovative Design, Paradise Valley (Sqdn. 310); and Golden Turkey Award, Paradise Valley (Sqdn. 310).

On the following day, the groups switched tours and locations, but not before Prescott Sqdn. 206 had done PT at 0530. The rest rolled out of bed around 0600, then broke camp, stowed gear and had breakfast.

ERAU hosted a pizza lunch, where the cadets learned about the Army and Air Force ROTC programs and could ask questions about careers and college scholarships. Best of all, no injuries or emergencies were reported during the event. Special thanks to Lt. Col. David Cartier, 1st Lt. Priscilla Cartier, Maj. Bill Lynam, Lt. Col. Bob Anderson, Lt. Col. Pete Feltz and Lt. Col. Fred Seifritz for making this a special two-day event. 🇺🇸





(Photo: Denise Balint)

### ***Pontchartrain Cadet Earns Eaker Award***

*by 1<sup>st</sup> Lt. John C. Wigginton III, CAP, Louisiana Wing*

METAIRIE, La. – On Aug. 15, 2010, Cadet Jonathan Balint, a member of the Pontchartrain Composite Squadron, achieved the Ira C. Eaker Award that carries with it promotion to the grade of Cadet Lieutenant Colonel. Col. Gregory Gunter, US Army Corps of Engineers, presented the award.

The General Ira C. Eaker Award, given for successful completion of all achievements of the Civil Air Patrol Cadet Program, honors the late USAF General Ira C. Eaker, aviation pioneer, career military officer, and a chief architect and visionary of the US Air Force.

Cadet Lieutenant Colonel Balint is now among the top 2% of all CAP cadets. As an Eaker cadet, his next challenge is to prepare for the rigorous Gen. Carl A. Spaatz Award exam, the highest level of CAP Cadet training available.

Balint has participated in many activities, including the Johnson National Flight Academy in Mattoon, Ill., and the prestigious International Air Cadet Exchange, in which cadets widen their understanding of distant cultures by serving as goodwill ambassadors abroad. Balint has attended summer encampments and other specialized training events held at the following military installations; Columbus AFB, Columbus, Miss.; McGuire AFB, N.J.; and Camp Blanding, Fla. He has been a Civil Air Patrol member since May, 2004. 🇺🇸





(Photos this page: Capt. Lloyd J. Voights, CAP)

## **Field Training Exercise Provides Real World Experience**

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – For three days and two nights, fifteen cadets and five senior members from Albuquerque Heights Composite Squadron participated in a field training exercise (FTX) during which both ground and air search-and-rescue techniques were coordinated to find a common objective. The exercise, held July 30 – Aug. 1, 2010, was a scenario-based event held in the Jemez Mountains outside of Ponderosa, N.M., simulating an aircraft overdue in the area. The purpose was to use ground teams and air search-and-rescue to find the simulated downed aircraft and “recover” any casualties.

“This was not a camping trip,” emphasized Capt. Lloyd J. Voights, the squadron’s deputy commander for cadets and project officer for the exercise. “This training was designed for realistic conditions.” Cadet Airman Basic Tomas Gallegos – who has been with the squadron since May – agreed, “I





have been on several camping trips, but they were nothing compared to this. This time, we were actually looking for something and had an objective with a timeline.”

Ground team personnel arrived at mission base in the afternoon of July 30 and set up air and ground operations, which began on the morning of July 31. Two ground teams, consisting mostly of cadets, were issued missions and began navigating toward the simulated crash site. They were assisted by a CAP aircraft with full flight crew – mission pilot, mission observer and mission scanner – that flew a route search and picked up the simulated aircraft's emergency locator transmitter (ELT) signal. The attempts to pinpoint the ELT signal were unsuccessful, and after being on station for two hours, the aircraft diverted to Los Alamos to refuel and begin its second sortie.

In the meantime, both ground teams arrived at the same water point to resupply and continue the mission. One team had been detailed to locate the simulated crash site, while the other one had to locate a cache of Meals, Ready to Eat (MREs) buried on a nearby hilltop. The first team, that did not have an L-Per (ELT detector), came across the simulated aircraft crash site and reported it to mission base. The second team had an L-Per and was tracking toward the simulated crash site, in radio communication with both the aircraft and mission base, as they used signal mirrors for the aircrew to be able to see their position. The aircrew immediately identified the simulated crash site and directed the second team to its location.

After conducting a photo reconnaissance of both the ground team and the simulated crash site, the aircraft returned to base at Albuquerque. The second team found the ELT approximately 150 meters from the simulated crash site. The first team located the MRE resupply. As it started to rain, both teams linked up and held in place until the weather had improved. At that point, both teams navigated to the pickup point – an additional three miles away –, where they were met by

the squadron commander, Lt. Col. Beverly A. Vito, who spent the late afternoon at mission base. There, cadets received additional training in mission radio operations, safety, and mission staff assistant emergency services specialties. 🇺🇸

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*(Photos this page:  
Capt. Charles  
Matthews, CAP)*

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## ***Squadron Member Recognized for 30 Years' CAP Service***

*by Lt Col Jay T. Tourtel, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – On Sept. 23, 2010, Albuquerque Heights Composite Squadron Commander Lt. Col. Beverly A. Vito recognized Public Affairs Officer Lt. Col. Jay T. Tourtel for his 30 years of service to Civil Air Patrol.

Tourtel joined CAP as a cadet in October 1971, and was active for more than 25 years until March 1997, when he left CAP to pursue other interests. He rejoined in October 2005, and marked 30 years of service in May.

Among the highlights of his career, in 1978 he received the General Carl A. Spaatz Award, the highest award a cadet can receive, presented to him by then-Colorado governor Richard D.

Lamm. As a senior member, he has served at the squadron level as public affairs officer, leadership officer, and squadron commander; at the group level, as group deputy commander, inspector and personnel officer; and as Colorado Wing's professional development officer, director of logistics, and editor of both the wing's monthly newsletter and its quarterly feature magazine, *Peaks and Planes*.

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*Photo: Cadet Airman Basic Tyler J. Tourtel*

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Since rejoining CAP, Tourtel has served as leadership officer for Eagle Cadet Squadron from October 2005 to October 2006, and as the unit's public affairs officer until March 2010. The newsletter he produced at Eagle, *The Eagle Flyer*, received the 2007 Howell Balsem Award (honorable mention) for outstanding work. He also served as New Mexico Wing cadet programs development officer from February 2006 to March 2009.

He transferred to

Albuquerque Heights Composite Squadron in April, 2010.

His awards and decorations include the Meritorious Service Award, three Commander's Commendation Awards, Unit Citation, Paul E. Garber Award with Bronze Star, Grover Loening Award, Benjamin O. Davis Award with Silver Star, membership ribbon, General Charles E. Yeager Aerospace Award, General Carl A. Spaatz Award, Command Service Ribbon, Red Service Ribbon with 30-year clasp, Encampment Ribbon, and Senior Recruiter Ribbon.

He lives in Albuquerque with his 12-year-old son Tyler, who joined as a cadet in June, 2010. 🇺🇸





(L-R) Sergeant Savage, Russell, Bonnie. Capt. Danny Dunlap, Savanagh and Dillon Savage. (Photo: 1st Lt. Clay Morton, CAP)

### ***Nighthawks Composite Squadron Host Inola AF JROTC Cadets***

*by 1st Lt. Clay Morton, CAP, Oklahoma Wing*

MUSKOGEE, Okla. – The first weekend in August was a busy one at the Nighthawks Composite Squadron (also known as Squadron 0-24), especially Saturday, Aug. 7, 2010, when five AF Junior ROTC cadets from the Inola High School, in Inola, Okla., arrived for orientation rides. On hand from the Nighthawks Composite Squadron were Squadron Commander Maj. Bill Wierda, Operations Officer Capt. Danny Dunlap, and Public Affairs Officer 1st Lt. Clay Morton.

The Cadets had requested the orientation flights and the Nighthawks C.S. had agreed to provide them, with pleasure. As soon as the JROTC cadets arrived, it was obvious that they were highly motivated about the upcoming activities. For the day, both Dunlap and Morton were their flight chaperones.

On that morning, the weather was hit-or-miss showers, resulting in one flight literally racing the curtain of rain back to the airport. Later, that flight became the young visitors' talk of the day.

The cadets commented on how quickly time goes by while one is in the air. The pilots replied that it never slows down. "It still speeds up for me, even after all these years," said Capt. Dunlap.

The cadets' AF JROTC instructor, Sergeant Savage, kept a good tally on his cadets. The squadron, in turn, was grateful for the opportunity to show off its flying expertise to the next generation of aviation-minded young persons. 🇺🇸





n, October 2010

## ***Seek and You Will Find – If you know what to look for***

*by 2nd Lt. Howdy Stout, CAP,  
Oklahoma Wing*

MARLOW, Okla. – The signs are everywhere.

In Big Spring, Texas, it is an advertisement on the back of a bench outside the airport's terminal building. In Lafayette, Louisiana, it's emblazoned on the side of an aircraft on the ramp. In Oklahoma City, it's written on the side of a van in the parking lot. And in Tulsa, it adorns a plaque on the wall.

The signs? Civil Air Patrol, of course.

Like most pilots, I spend a lot of time either in the airplane or at an airport. And since joining Civil Air Patrol last year, I've spent a lot of time looking for signs of the Civil Air Patrol.

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CAP plane overflies the Statue of Liberty after the attacks on Sept. 11, 2001. (*New York Wing photo.*)

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In the daily grind, I sometimes forget how widespread this organization is.

Civil Air Patrol operates in all 50 states – plus Washington, D.C. and Puerto Rico – and has ties with similar organizations around the world. As the official auxiliary of the United States Air Force, it supplements and assists the Air Force in accomplishing its non-combat missions.

But CAP goes beyond that. On a regular basis, Civil Air Patrol is called on by federal, state and local authorities to assist in disaster relief, search-and-rescue missions and counterdrug enforcement operations. What CAP does daily might surprise you.

On any given day, I might hear a CAP flight crew obtaining their flight clearance through air traffic control in Arkansas. I might also see a CAP flight crew in Louisiana checking the local weather, their faded blue flight suits a testament to hours spent in the cockpit of small planes.

Elsewhere I might see CAP cadets with shiny shoes touring a flight museum in Dallas, while others in camouflage BDUs assist air show spectators find the nearest water station or toss a ball back to a young spectator not much younger than they.

Whether launching a mission to search for a missing person or flying a photo crew to keep track of an oil spill, Civil Air Patrol is everywhere and on call – at a moment's notice – ready to help others.

The most amazing thing is that all of us are volunteers. We don't have to do this. And although our motivation might differ, in the end, we all volunteered to help when and where we can. Willingly.

The next time you travel, look around for the signs. "Civil Air Patrol." Look carefully and you'll find them. That is, you'll find yourself, if you know what you are looking for.

The signs are everywhere. 🇺🇸

## My Page

### Loss of Innocence

DRIPPING SPRINGS, Texas – As individuals, we can lose our innocence only once. However, paradoxically, our collective consciousness is capable of having lost its innocence and yet, with the passing of the generations, come close to regaining it. Not once, but many times, as the generation follow each another.



When America became a nation, the fight against the most powerful nation on earth chiseled our forefathers' fiber with the knowledge that it was for keeps; either the emerging nation won the final conflict, or its people would surely lose their leadership, privileges, and right to self-determination. These were assets America was unwilling to surrender, so the revolutionaries fought their battles with fervor and complete personal commitment.

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During the Revolutionary War, The Delaware Regiment at the Battle of Long Island.

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The two warring countries experienced the conflict in different ways. For the British

Empire, it was a matter of retaining its far colonies (and their wealth), as well as regaining their prestige. For Americans, however, it was a matter of political and economic survival, as well as personal freedom and well-being: they feared that Britain would summarily execute those they considered rebels, while the latter saw themselves as patriots, and so did the American people.

It was a difficult time for America, as British forces outnumbered the colonists by more than two-to-one. An added stumbling block was the superior training that British soldiers brought to the field, as they confidently went against largely untrained – even though high committed – revolutionaries. The quality and quantity of equipment also favored the British. On the other hand, the Americans had in their favor an intimate knowledge of the land and an immense desire to win.

From 1774 to 1783, Americans fought for and on their homeland, as British forces tried to regain it for the Crown by invasion and re-conquest. Much bitterness was created with each engagement, and this was further heightened by the prospect of seemingly unending war.

At war's end, the American colonies had lost their innocence, won the war, signed the Treaty of Paris, and come to terms with their sorrow at the terrible loss of life. No life can ever be replaced, but when the population is relatively small, a single loss can make a great impact. The casualties, from our contemporary vantage point, seem petty: 8,000 lives lost (combatants). Stability regained, the new nation rebuilt itself.

Peace was good and the country prospered.

The War of 1812, coming just over a generation past the signing of the Treaty of Paris, reminded the new country of its vulnerability, as America suffered the indignity of having its capital city burned by the invading army. These casualties amounted to 2,260.

Half a century later, after the Spanish American War, the Civil War tallied an unbelievably high 212,938, a figure that wouldn't be surpassed until World War II's 291,557. But after the Spanish



American War, the casualties happened elsewhere, not on American soil. An exception would be the relatively few casualties suffered off American shores resulting from German U-Boat attacks in World War II.

American soil remained untouched until 2001, destroying America's illusion that American soil would remain forever free of foreign attack.

Carl Philipp Gottlieb von Clausewitz (1780-1831) was a German soldier and military theorist who deeply influenced human conflict. At his death, his most important work, *On War (Vom Krieg)*, was unfinished. In it he proposed that war was "a continuation of politics by other means" and postulated that strategy should target "the enemy's deepest confines" so as to instill terror and destroy the enemy's will to fight.

In 1937 during the Spanish Civil War, the senseless German attack on the Spanish small and peaceful village of Guernica followed von Clausewitz's theory. In retrospect, this had been the proving ground for the strategy Germany would follow in World War II. It is estimated that 300 civilians died in this previously little-known and undistinguished Spanish mountain hamlet.

Sept. 11, 2001, represented a repeat performance of von Clausewitz's theory, only in far greater scale, as it differed from Guernica in that it resulted in about 3,000 casualties.

More people died on the terrorist attack on New York's Twin Towers than all American casualties in the War of 1812. Notably, the latter had been combatants, but the Twin Towers had been an all-civilian target, just as Guernica before it.

Gunpowder had been known in China since the first century, but it took the Chinese until the tenth century to invent firearms. With the passage of time, these got more powerful, greatly helped by Alfred Nobel's invention of dynamite,

One could say that it took humanity only a century to progress from Kitty Hawk's rickety flyer to the airliner attacks on the New York Twin Towers.

Yearly, the names of those who are known to have died as a result of the September 11, 2001 attack are solemnly read. It is a very moving ceremony. It is also a military tradition. It satisfies humanity's need to remember, a desire that cuts across time and cultures. Ancient Egyptians believed that immortality resided in having one's name remembered for ever...

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Ground Zero, September 11, 2001

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Popular culture created an expectation of order and logic, assigning adulthood and maturity to casualties of war. These casualties were further assumed to have died armed, perhaps fighting. How can this be reconciled with the Twin Towers' casualties – clerks, managers, bus-boys, secretaries, young, old, children, unarmed, free from involvement in any activity of war?

How many generations will it take until our collective cultural innocence is regained?

Could it ever be restored? 🇺🇸

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